

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4763.

號九月十年八十七百八千一英

HONGKONG, WEDNESDAY, OCTOBER 9, 1878.

日四十月九年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GORDON & GORCH, Ltd., 10, Old Bailey. BAYNE, HENRY & CO., 4, Old Bailey. E. C. SAKURAI DRAGON & CO., 150 & 154, Leadenhall Street.
PARIS AND EUROPE:—LEON DE ROSSY, 19, Rue Monnaie, Paris.
NEW YORK:—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.
SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HEINZKE & CO., Manila.
CHINA:—Messrs A. A. DE MELLO & Co., 20, Cross Street, Singapore. Messrs WILSON, NICHOLS & Co., 10, Cross Street, Singapore. Messrs LAM, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LAM, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,200,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SARSON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BELLIS, Esq. ADAM LIND, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINER, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " " 4 " " "
" 12 " " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST allowed on Deposits.
At 8 months' notice 3½ per annum.
" 6 " " 3 " " "
" 12 " " 4 " " "

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation,
Hongkong, July 1, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND:
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 3 per cent. per annum on the daily balance.

On Fixed Deposits.
For 3 months, 3 per cent. per annum.
" 6 " " 4 " " "
" 12 " " 5 " " "

NOW READY.

CHENG-SHUI, or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. KIRK. One Volume. 8vo. Price, £1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR BELIEFS, in three Lectures. By Dr. E. J. KIRK. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs LAM, CRAWFORD & Co.

Hongkong, July 31, 1878.

For Sale.

RECENTLY ARRIVED, FOR SALE.

TEYSSONNEAU'S FINE FRENCH STRAWBERRIES.
TEYSSONNEAU'S ASSORTED FRUITS.
French JAMS and JELLIES.
MACASSAR RED FISH.
Very Fine "O. K." BOURBON WHISKY.
FINEST CHERBOURG BUTTER, IN BOTTLES OF ONE POUND.
BUSOK & Co.'s SELECTED DANISH BUTTER, Season 1878, in Tins of 1 lb., 2 lbs., and 4 lbs.
ENGLISH and AMERICAN HOUSEHOLD STORES.
EXTRA FINE CHICAGO BACON and HAMS.
MACKEREL and SALMON BELLIES, in Kits.
COD FISH, &c., &c.
HOTH'S BEST RUSSIAN ROPE, and FINE LINES, Assorted Sizes.
FROST BROS' BEST ENGLISH WHITE LINES.
HENRY'S BEST GOVERNMENT NAVY CANVAS, Assorted Numbers.
INDIA RUBBER SHEET PACKING and INSERTION, all Sizes.
TUCK'S PATENT PACKING.
INDIA RUBBER SUCTION and DELIVERY HOSE.
CANVAS HOSE and LEATHER BELTING.
AMERICAN ASH BOAT-OARS.
ADMIRALTY TESTED CHAIN CABLES, and RIGGING CHAIN.
ANCHORS, from 25 lbs. up to 18 cwt. Each.
PERFORATED ZINC SHEETS.
TINMAN'S and PLUMBER'S SOLDER.
LEAD PIPE, and SHEET LEAD.
FAIRBANK'S PLATFORM SCALES, from 400 lbs. to 2,500 lbs.
MASSEY'S PATENT LOGS.
FLOUR SIEVES.
INDIA RUBBER KNEE and HIP BOOTS, &c., &c., &c.

LAMMERT, ATKINSON & CO.

Hongkong, August 21, 1878.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo. pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LAM, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

FOR SALE.

ONE STEAM LAUNCH. 70 feet Long, 12 feet Beam, 6 feet Depth of Hold, 5 feet Draft of Water. Compound High Pressure Engines, Speed 8 miles per Hour.

ONE STEAM LAUNCH. 65 feet Long, 11 feet Beam, 6 feet Depth of Hold, 5 feet Draft of Water. High Pressure Double Cylinder Engines, Speed 8 miles per Hour.

ONE STEAM LAUNCH. 60 feet Long, 9 feet 6 inches Beam, 5 feet 6 inches Depth of Hold, 4 feet 9 inches Draft of Water. High Pressure Single Cylinder Engine, Speed 8 miles per Hour.

For further Particulars, apply at WEST POINT FOUNDRY, late P. & O. Factory. Hongkong, September 23, 1878.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

INTIMATIONS.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Cheap Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.
Hongkong, August 23, 1878.

SAILOR'S HOME.

ANY Cast-off CLOTHING, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 26, 1878.

Intimations.

LANE, CRAWFORD & Co. beg to notify that they have made such Arrangements in connection with their TAILORING DEPARTMENT, that they are now able to Guarantee the PROMPT Execution of Orders.

The Following GOODS Suitable for the present Season have just been received, from which an early Selection is requested.

THIN BLACK SUPERFINE, for Dress Suits.
FANCY BLACK and BLUE CASHMERE, MELTONS, &c., for Morning Suits.
HOME SPUN, FRIEZE, BEAVER, &c., for Ulsters.
SUPERFINE BEAVER, &c., for Light Overcoats.
HOME SPUN TWEEDS and ANGOLA, for Suits and Trousers.
EXTRA THIN TWEEDS and ANGOLA, for Summer Suits and Trousers.
BLACK, BLUE, and COLOURED SERGES, for Suits.
CORDS, STOCKINETTES and CASSIMERES, for Riding Trousers.
UNIFORMS, LACE, BUTTONS, &c., for H. B. M. Navy and U. S. Navy.

BULLOCK LADE'S SPECIAL BLEND WHISKY.
"S. B. H." The Finest OLD WHISKY, ever imported.
IRISH CONSTABULARY REVOLVERS.
Extra FINE ISIGNY BUTTER.
CHARCOAL and SPOUGE FILTERS.
SILBER LAMPS for Kerosine, in large assortment.

LAWN TENNIS SETS.
LADIES' GARDEN TOOLS.
VEGETABLE and FLOWER SEEDS.
CORE'S GOLDEN CLOUD TOBACCO.
Very Fine FRESH APPLES, for Box or per Dozen.
BASS'S DRAUGHT ALE.

Hongkong, September 3, 1878.

GOVERNMENT NOTIFICATION.

SALE OF THE OPIUM FARM.

NOTICE is hereby given, that TENDERS for the PRIVILEGE OF PREPARING and SELLING PREPARED OPIUM within the Colony for the Term of One, Two, or Three Years from the 1st of March, 1879, under the Provisions of Ordinance No. 2 of 1858, will be received at this Office, until Noon on WEDNESDAY, the 23rd October, 1878.

Each Tender should specify the Monthly Payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licenses direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By Command, C. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, October 3, 1878.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of TWENTY PER CENT. (20%) of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE, Secretary.

Hongkong, August 1, 1878.

DENTAL NOTICE.

DR. ROGERS begs to say that he intends VISITING AMOY and FOCHOW, leaving Hongkong September 15th, and returning November 1st.

Hongkong, August 21, 1878.

HUTCHINGS.

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply B. B. MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SHOP—WELLINGTON STREET, opposite the Cathedral.
Hongkong, September 20, 1878.

AFONG, PHOTOGRAPHER.

by appointment, to
H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

PROBATE JURISDICTION.

In the Goods of CHAN WONG TONG, Deceased.
" " TAM A CHAI, " "
" " THOMAS HAY, " "
" " WILLIAM SHANNON, " "
" " A FOX, " "
" " WILLIAM MATHESON, " "
" " LEE AN LOO, " "
" " AGNEW, " "
" " MASON, " "
" " ALEXANDER CAMPBELL, " "
" " WONG YOW, " "
" " LEONG KIN, " "
" " WILLIAM DUFFY, " "

NOTICE is hereby given, that in accordance with the provisions of Ordinance No. 9, of 1870, Section 3, an Order has been made by FRANCIS BROWNE, Esquire, Acting Chief Justice of the Supreme Court of Hongkong, limiting the time for CREDITORS and others to send in their CLAIMS against the above Estates to MONDAY, the 4th day of November, 1878, on or before which date all Claims must be proved, otherwise they will not be included in the scheme of Division.

All Persons indebted to the said Estates are required to make immediate Payment to C. B. PLUNKET, Official Administrator.

Hongkong, October 4, 1878.

Intimations.

MOORE & Co., "VARIETY STORE,"
NEWS AGENTS AND TOBACCONISTS.
No. 42, Queen's Road Central.
Hongkong, September 10, 1878.

MURRAY & LANMAN'S FLORIDA WATER.

CAUTION.

HAVING Learned that Large Quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against purchasing any that does not bear the name "MURRAY & LANMAN" on the label.

Each Bottle of the Genuine is wrapped with a pamphlet printed on paper which has the words "LANMAN & KEMP, NEW YORK" in Water Mark.

Messrs MELCHERS & Co. are our only Agents for Sale of the Genuine Florida Water at Hongkong.

LANMAN & KEMP.
New York, July 9, 1878.

Shipping.

Steamers.

FOR MANILA (DIRECT.)
The Spanish Steamer "SALVADORA,"
LARRINAGA, Master, will be despatched as above on THURSDAY Next, the 10th Instant, at 3 p.m.

For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, October 8, 1878.

FOR SWATOW, AMOY & FOCHOW.
The Steamship "YESSO,"
Capt. S. AUSTON, will be despatched for the above Ports on THURSDAY, the 10th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, October 8, 1878.

FOR AMOY & TAMSUI.
The Steamship "TAILOONG,"
Captain GOODE, will be despatched for the above Ports on FRIDAY, the 11th Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, October 8, 1878.

NOTICE.
The Departure of the S. S. "OCEAN" for PORT DARWIN, COOK-TOWN, SYDNEY, and MELBOURNE, is unavoidably POSTPONED until SATURDAY, the 12th Instant, at 3 p.m.

GEO. R. STEVENS & Co., Agents.
Hongkong, October 7, 1878.

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship "MURAY,"
Captain BUTCHER, will leave for the above Ports on TUESDAY, the 15th Instant, at 3 o'clock in the Afternoon.

For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, October 3, 1878.

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamer "ARRATON APCAR,"
Captain A. B. MACFARLAN, will leave for the above Ports on TUESDAY, the 15th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, October 4, 1878.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship "OCEAN KING,"
Captain ROYER, will be despatched as above on or about the 15th Instant.

For Freight, apply to RUSSELL & Co., Agents.
Hongkong, October 3, 1878.

FOR SHANGHAI, YOKOHAMA AND HIOGO.
The Steamship "LODOUN CASTLE,"
expected here on or about the 7th Instant, will have immediate despatch for the above Ports.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, October 1, 1878.

Shipping.

Sailing Vessels.

FOR NEW YORK.
The A 1 British Bark "PANDUR,"
DOUGHERTY, Master, will have quick despatch.

For Freight, apply to OLYPHANT & Co.
Hongkong, October 3, 1878.

FOR LONDON.
The 3/4 L 1 German Bark "A. JANSEN,"
Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.
Hongkong, September 21, 1878.

FOR HAMBURG.
The German Schooner "JAPAN,"
Captain OTTMANN, will be despatched as above on or about 22nd Proximo.

For Freight, apply to MEYER & Co.
Hongkong, September 16, 1878.

FOR SAN FRANCISCO.
The A 1 British Bark "ADA MELMORE,"
Captain SEWELL, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, September 27, 1878.

FOR NEW YORK.
The A 1 British Bark "LIZZIE PERRY,"
Captain PITMAN, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, September 17, 1878.

FOR NEW YORK.
The A 1 American Ship "SUMNER R. MEAD,"
DIXON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, August 21, 1878.

FOR NEW YORK.
The A 1 British Ship "MARY FRASER,"
DEXTER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, September 14, 1878.

FOR NEW YORK.
The A 1 British Bark "ALDEBARAN,"
Geo. COLE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, September 14, 1878.

FOR LONDON.
The A 1 British Ship "SIR CHARLES NAPIER,"
Geo. FRENCH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, September 14, 1878.

FOR NEW YORK.
The A 1 American Bark "LOTTE MOORE,"
Hudson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, August 19, 1878.

FOR NEW YORK.
The A 1 American Bark "ALBERT RUSSELL,"
CARVER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, August 10, 1878.

FOR HAMBURG.
The 3/4 L 1 American Bark "DIRIGO,"
STAPLES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, July 29, 1878.

Entertainment.

**THEATRE ROYAL,
CITY HALL,
HONGKONG.**

**To-morrow Evening,
(THURSDAY), October 10th, 1878.**

**THE ROYAL ENGLISH OPERA
AND
OPERA BOUFFE COMPANY**

*Will Repeat, by Desire,
DONIZETTI'S MILITARY OPERA*

**"THE DAUGHTER
OF THE
REGIMENT."**

MISS ELICIA MAY AS MARIE.

CAST OF CHARACTERS:

Sergeant Sulphur, Mr. H. VERNON.
Tonio, Miss A. DRÄGER.
Hortensius, Mr. HODSON.
Duke of Grandeto, Mr. ADAMS.
Corporal, Mr. GLADSTONE.
Duchess, Mr. ENDALL.
Marchioness, Miss B. DRÄGER.
MARIE, Miss ELICIA MAY.
Soldiers, &c.

During the Evening

MISS CLARA STANLEY
will perform

V I O L I N S O L O,

Edited

"SOMNIO CIEL."

Tickets to be had and Seats secured at
Messrs KRUZE & Co's, where a Plan of the
Theatre may be seen.

PRICES OF ADMISSION:

Dress Circle or Orchestra
Stalls, Two DOLLARS.
Pit, ONE DOLLAR.

Ladies unaccompanied by Gentlemen
cannot be admitted.
Hongkong, October 9, 1878. oc11

Notices to Consignees.

**FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE S. S. Arratoon, Captain A. B.
MacLAVIN, having arrived from the
above Ports, Consignees of Cargo by her
are requested to send in their Bills of
Lading to the Underigned for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense.

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, October 3, 1878. oc10

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

S. S. YANGTSE.

NOTICE.

CONSIGNEES of Cargo per S. S.
Indus, from London, in connection
with the above Steamer, are hereby
informed that their Goods are being
landed and stored at their risk at the
Company's Godown, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees, before To-day, the 30th Inst., at
11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by
the Underigned.

Goods remaining unclaimed after MON-
DAY, the 7th October, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.
H. DU POUY,
Agent.

Hongkong, September 30, 1878.

Not Responsible for Debts.

*Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:*

BRUNETTE, British barque, Captain W.
Dow.—Geo. R. Stevens & Co.
IMPERATRICE ELIZABETHA, Austrian ship,
Capt. Hreglich.—D. Munro & Co.
INDIA, American ship, Capt. O. Patten.
—Order.

DON QUIXOTE, American ship, Captain
Chas. F. King.—Messageries Maritimes.

FUGITIVE, British barque, Captain Wm.
Armstrong.—O. & S. S. Co.

PREMIER, British barque, Captain A.
Holmes.—Russell & Co.

RALPH M. HAYWARD, American 3-m.
schooner, Capt. L. B. Doane.—Meyer & Co.

GLAMIS, British bark, Captain Key.—
Russell & Co.

BREITHOVEN, German barque, Capt. R.
Hals.—Melchers & Co.

LORD MACAULAY, British barque, Capt.
E. B. Monkman.—Wm. Finlay & Co.

Not Responsible for Debts of Crew:
HERAY, British ship, Captain Chas.
Robertson.—Jardine, Matheson & Co.

Notices of Firms.

NOTICE.

MR HENRI VINAY has been Appoint-
ed AGENT for the COMPTOIR
D'ESCOMPTE DE PARIS, at Hongkong.
Mr ERNEST SCHEVEBLIN will have
power to act at the same place in Mr
VINAY'S absence.

E. G. VOUILLEMONT,

Manager,

COMPTOIR D'ESCOMPTE DE PARIS,
SHANGHAI.

Shanghai, September 6, 1878.

WITH Reference to the above, I have
This Day OPENED the AGENCY
of the COMPTOIR D'ESCOMPTE DE
PARIS, at the Office of Messrs RUSSELL
& Co.

H. VINAY,

Agent.

Hongkong, September 12, 1878. oc12

NOTICE.

MR. S. GODFREY BIRD is authorised
to Sign our Firm per Procuration
from This Date.

WILSON & SALWAY,

Architects, &c.

Hongkong, October 3, 1878. oc10

NOTICE.

THE Interest and Responsibility of the
ARTHUR CHART in our Firm
CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 13, 1878. del3

NOTICE.

MR NG MEI KUM otherwise called
NG HOK MUN is admitted a
Partner in our Firm from the 2nd
February, 1878.

TACK MEE, HOP KEE HONG,
No. 9 & 11, Bonham Strand West.

Hongkong, September 30, 1878. de30

NOTICE.

THE Underigned, **HOP YEK & Co.**
of HOWARD'S Godowns, No. 239,
Shek Tong Tsoi, begs to notify that the
said Company is not nor will be Responsible
for any Debts contracted by any of the
Firm's employees or Partners. Also, no
Debt, if any, can be deducted from the
Rent Payable to the said Company. The
Company is only Responsible for those
Accounts, which are Confirmed and Signed
by Mr CHU WING ON himself, of the Kung
Yun shop, Wing Lok Street.

HOP YEK & Co.

Hongkong, September 13, 1878. oc13

NOTICE.

THE Underigned having This Day PUR-
CHASED the STOCK-IN-TRADE, Book
Debts, and Goodwill of the CHINA DIS-
PENSARY hitherto Carried on by Mr W.
BALL, will conduct and carry on the said
Business (in connection with the VICTORIA
DISPENSARY) on his own Account from
This Date.

WM. CRUICKSHANK.

Hongkong, August 31, 1878.

NOTICE.

THE Interest and Responsibility of the
Underigned in the Chinese Mail,
華字日報 (Wah Tze Yat Po),
CEASED from the 1st August, 1877, but
Debit prior to that Date will be received
and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Under-
signed has LEASED the Chinese Mail
from the 1st August, 1877, and has engaged
the services of Mr LEONG YOOK CHUN,
as Translator and General Manager of the
newspaper, which under its new regime
will be found to be, as hitherto, an ex-
cellent medium for advertising, especially
as the Manager is able to devote his whole
attention to the conduct of the Newspaper.

KONG CHIM,

Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHOW.
The Steamship
"YESSO,"

Capt. S. ANTON, will be de-
spatched for the above Ports
TO-MORROW, the 10th Instant, at Noon,
instead of Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.

Hongkong, October 8, 1878. oc10

FROM LONDON AND SINGAPORE.

THE S. S. *Loudoun Castle*, having arrived
from the above Ports, Consignees of
Cargo are hereby informed that their Goods
are being landed, at their risk into the
Godowns of Messrs BUTTERFIELD & SWIN,
whence delivery may be obtained.

Consignees wishing to receive their
Goods on the Wharf are at liberty to
do so.

Optional Cargo will be forwarded on,
unless notice to the contrary be given
before 5 p.m., To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 16th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 9, 1878. oc11

To-day's Advertisements.

HONGKONG VOLUNTEERS.
ORDERLY ROOM, 8th October, 1878.
UNTIL Further Orders, INSTRUCTION and
COMPANY DRILL will be on THURS-
DAY, at 5.10 p.m.
BARRON-LOADING GUN DRILL on FRI-
DAY, at the WELLINGTON BATTERY, at
the same hour.

(Signed) **A. COXON,**
Captain-Commandant H. K. V.

TENDERS for the REPAIRS of the
Dutch Bark *YESTA*, Rotor, Master,
will be received at the Office of the Under-
signed until TO-MORROW, the 10th
Instant, at 4 p.m.

For Particulars, apply to Captain-on
Board, or
SIEMSEN & Co.,
Agents.

Hongkong, October 9, 1878. oc10

SHIPPING.

ARRIVALS.

Oct. 9, *Chinkiang*, British steamer, 709,
S. M. Orr, Shanghai Oct. 3, General-
SIEMSEN & Co.

Oct. 9, *Yotung*, British steamer, 286,
S. W. Goggin, Swatow Oct. 7, General-
KWOK AOHKONG.

Oct. 9, *Penedo*, British steamer, 652, J.
Oain, Swatow Oct. 7, Ballast.—MORRIS
& Co.

Oct. 9, *Loudoun Castle*, British steamer,
2200, Marshall, London Aug. 25, via ports
of call, and Singapore Oct. 2, General-
ADAMSON, BELL & Co.

DEPARTURES.

Oct. 9, *Chinkiang*, for Canton.
9, *Speke Hall*, for London, &c.

CLEARED.

Fortune, for Bangkok.
Premier, for Swatow.
Quinto, for Saigon.
Caribbrooke, for Swatow.
Pallas, for Saigon.
Glamorgan, for New York.

PASSENGERS.

Per *Chinkiang*, from Shanghai, Mrs C.
Williams, 1 European deck, and 70 Chi-
nese.

Per *Loudoun Castle*, from London, Mrs
Murray and child, Miss Brooks, Miss
Glozier; and about 200 Chinese from
Straits.

Per *Yotung*, from Swatow, 108 Chinese.

DEPARTED.

Per *Speke Hall*, for London: from Shang-
hai, Mrs Whiting, and Mrs McKenzie;
from Hongkong, Messrs John Anderson,
and Thomas Martin.

TO DEPART.

Per *Hindostan*, from Hongkong: for
Galle, Mrs Lange, Miss de Camp, Mr and
Mrs Buckland and Miss Buckland; for
Bombay, Capt. Briscoe, Messrs Nanties,
Rose, Birch, S. B. Shabba and native ser-
vant, M. O. Sathia, Blanken, McFarlane,
Boyer, and Murgan; for Southampton,
Mr and Mrs Beasley, 2 children and amah;
Lt. A. Howard, R.N.; Mrs McLeod and 2
children, Messrs A. G. Leadbeter, and J.
B. Townsend; for Venice, Messrs J. F.
Ballance, K. Anderson, and J. P. Reid; for
Singapore, Mr and Mrs Oumpong, and Mr
L. Bloom.

Per *Caribbrooke*, for Swatow and Amoy,
60 Chinese.

SHIPPING REPORTS.

The British steamer *Loudoun Castle* re-
ports: Fresh Northwesterly winds till yester-
day, when experienced heavy confused sea,
with every appearance of a typhoon; passed
junks bottom upwards, with other wreck-
age off the Southwest of Ladrone.

The British steamer *Chinkiang* reports:
Left Shanghai at 3 p.m. of the 3rd, and had
light variable winds and fine weather as
far as Copehl, from thence to Swatow had
a strong N.E. gale with a tremendous sea;
arrived in Swatow at 11 a.m. on the 7th
and left again at 10 p.m., had strong N.E. gale
and mountainous sea with blinding
rain, hove to at 6 a.m. on the 8th, Bar.
29.69 (lowest reading) noon weather having
moderated, shaped course for Hongkong,
and arrived at 6.30 p.m.

CARGOES.

Per *Hindostan*, for London: 16,418 boxes,
1,068 half-chests, 627 chests and 661 pkgs.
Tea, 599 bales Silk, 105 bales Waste Silk,
85 bales Cocoon, 24 cases Silk Piece
Goode, and 728 pkgs. Sundries. For Con-
tinent, 80 pkgs. Tea, 234 bales Silk, 13
cases Pongee, and 80 pkgs. Sundries.
Per *Speke Hall*, for London, &c., 14,111
boxes Tea, containing about 296,331 lbs.
net.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

Per British ship *Battle Bignou*, for Lon-
don, sailed 24th September, 1878.—5,810
bags Sugar, 200 hogsheads and 125 cases
Preserved, 661 cases Tallow, 630 cases and
670 tubs Lampoil, 250 bales Waste Silk,
70 bales Feathers, 150 pkgs. Cane, 5,600
cases Cane, 100 cases Cane Oil, 249 pkgs.
Sundries, and 32,724 pkgs. Buffalo Horns.

POST OFFICE NOTIFICATIONS.

MAILS BY THE BRITISH PACKET.
The British Contract Packet *Hindostan*
will be despatched with Mails for the
Straits Settlements, Batavia, Birmah,
Ceylon, India, Aden, Egypt, Malta,
Gibraltar, Europe, and countries served
through London, on THURSDAY,
the 10th Oct.

N.B.—This Packet carries no mails for the
Australian Colonies, E. or S. Africa,
nor for Mauritius.

The following will be the hours of closing
the Mails, &c.:

Wednesday, 9th Oct.—
5 p.m., Money Order Office closes.

5 p.m., Post Office closes except the Night
Box, which remains open all night.

Thursday, 10th Oct.—
7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

police was undoubtedly scandalously inefficient, every one was satisfied with the explanation, and having something to do, the real cause being all the time that in the then state of our relations with China, the robbers from Kowloon and the country round were certain of undisturbed enjoyment of their plunder. In Sir Richard's day the wave of crime was attributed to the inducements he offered to the dangerous classes to flock to Hongkong by licensing gambling houses and other objectionable establishments, and as there was no doubt that the facilities for vice were wonderfully increased in his reign the cause seemed plausible, but the real reason was the same as that for which the Hongkongers are seeking in vain to account now, on the return to the province of large numbers of disbanded braves who, accustomed to the license and comparative luxury of camp life, find it impossible to settle down to honest occupations and are driven to robbery for a livelihood. The country is flooded with the disbanded levies employed till lately in Formosa and Yunnan, and until they pull themselves off or settle down by degrees to agricultural life, brigandage, gang robbery and crimes of violence must be ripe throughout the province.—*Amoy Gazette.*

THE GALE OF YESTERDAY.

We made one or two mistakes in our report of the incidents in connection with the late gale. The steam-launches which were sunk belonging to Messrs Inglis & Co. were not scuttled, but sank. The engines of Mr Kwok Acheong's launch were not materially damaged. It was the *Halcyon* which was damaged away about half-past 12, not the *Albatross*. The latter was not in port. We omitted to mention that Mr Lordings, the Superintendent of the Salt Works, and his assistants, worked very hard, and saved numbers of people. The man who had his leg broken was a European seaman and not a native.

Today the Praya was in a filthy state; rain continued to fall nearly the whole day, and made it still more so, while the scene of last day's troubles was to-day covered with groups of men, women and children, repairing the damages to their boats or breaking them up. The steam-launches were also raised to the surface. There was little or no damage sustained on the other side of the Bay. The Water Police rendered great assistance during and after the gale. The River Steamers put in an appearance late to-day. There have been three or four arrivals to-day from sea, and they all appear to have caught it pretty stiffly, especially the *Penedo*. It is easy to judge from the reports of these vessels, and the other data we have, the direction the typhoon travelled, and where it was at its worst. The *S. S. Albatross* and *H. M. S. Zetzel*, which left this yesterday morning for Hainan and Haiphong, must have had a bad time of it; but we presume they will have found shelter.

The following is a rough sketch of the *Penedo's* troubles. Left Swatow for Newchwang at 2.15 p.m. of the 7th, and experienced a fresh N.E. breeze with drizzling rain; Barometer about 29.70, but pretty steady. At 6.15 p.m. breeze freshened, took in all sail. Lamprock then bearing N.E. 8 miles. Put ship before the wind, and by 9 o'clock it was blowing a complete gale; Barometer falling rapidly made all necessary preparations for bad weather. The weather continued to grow more alarming and Barometer to fall, a tremendously heavy N.E. sea running at a great speed, and appearing as if it would overwhelm us; we expected every instant to be "pooped." At 5.30 a.m. of the 8th the Barometer registered 28.30 (lowest reading). The sea and wind at the time were something indescribable, blinding spray flying in all directions rendering the already wretched state of all on board still more wretched. It was almost impossible either to see or hear anything except a confused mass of rushing water and the howling of the elements. The greatest care had to be taken to prevent the vessel from beaching—so, the water was rushing on board in all directions flooding the saloon and the house on deck. One tremendous sea came on board on the port side, and swept away a quarter boat, stove in deck-house, and almost carried away the funnel which placed the ship in great jeopardy. Precautions were at once taken to secure it, which was no easy matter. The 2nd officer (Mr Kendrick) was badly cut above the eye by the boat; the wound however, although a severe and painful one, is not dangerous. Captain Cain had two ribs broken whilst endeavouring to secure the funnel, which, had it fallen, would have rendered the ship's safety almost hopeless. Mr McGinness, the 2nd Engineer, who has only joined the vessel a few days, was badly scalded about the legs whilst endeavouring to get on deck to lend a hand with the funnel, and will require to be sent to Hospital. All the Europeans on board had a very hard time of it, and are left without a stitch of dry clothing.

It appears that the *Penedo* was bound to Newchwang and encountered a strong N.E. Easterly wind, and indications of approaching bad weather were noticed. Later on some iron was found to have got adrift, and the vessel was put before the wind in order to secure the cargo. The wind and sea increased so rapidly that it was too dangerous to heave her to again, and the vessel had accordingly to take her chance and run before the gale, which rapidly increased. The Chinese seamen and firemen on board started themselves away, and had to be hunted up continually in order to get them to work. The Chief Mate had to attend to the steering himself. The weather moderated about 8 p.m., and the wind, which had been steady from the N.W. the whole time, shifted round by E. to S.W. A junk was seen bottom up and a quantity of wreckage was passed.

The steamers *Thales* and *Karo* were to leave Swatow on the night of the 7th, but it is thought did not proceed to sea. The *Yokohama* (also from Swatow) lost one boat. The *S. S. Chinkiang* encountered the gale; she was holed to at 6 a.m. yesterday until noon, when the gale moderated; the lowest reading of her barometer was 28.60, so it is evident she did not get the worst of it, but the officers describe the gale as having been very severe. She did not sustain any damage, but a number of sheep were drowned. The *Louisa*, from the Southward, reports a very heavy sea, and that she passed a quantity of wreckage. There was not much wind.

The following readings of the Barometer at 40 a.m. yesterday may be found of interest:—*Amoy*, 29.7; *Shanghai*, 30.1; *Wind*, N.W.; *Barometer*, 29.72; *Wind*, N.W.; *Amoy*, 29.92; *Wind*, N.E.; *Shanghai*, 30.31; *Wind*, E.; *Nagasaki*, 30.32; *Wind*, N.N.E.

At Macao the lowest reading was at 2 p.m. (29.42). The glass at 6 a.m. was 29.80, and the wind and sea began rapidly to increase. The typhoon gun was fired at 8 p.m., and every precaution was taken to protect the boat-people. Their boats were hauled on to the Praya, and we understand that there were no accidents. It fell calm at 2.30 p.m., and the wind then came in from the eastward and increased in force until 4 p.m., when it moderated; by midnight the weather was fine, with a clear sky. The weather was very unsettled at Macao this morning, Barometer, 8 a.m., 29.89.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, Oct. 9, 1878.
SIR,—In Mr Ng Choy's account of the Tung Wah Meeting, he seems to have omitted informing us of the very strong expression used towards himself by one present when he was ordering the assembled multitude to do his bidding at the Public Meeting to be held by the Community.

The three advocates did each his feeble best; and taking their services on the whole, I can fancy H. E. uttering a silent prayer, "Oh, Save me from my friends."

Mr. Gouldsmith, M.P., staid in the House of Commons that he truly trampled for the fate of the Hongkong Community placed under an Administrator possessing the peculiar ideas of Mr Pope-Hennessy; and I would add, well he might.

I trust the sound judgment displayed by Mr. Gouldsmith will ensure a copy of the full report of the Public Meeting being sent to him.

In sympathy with H. E. and his advocates,
Yours, &c.,

LOOKER ON.

P.S.—Has Mr Hayler a copy of the former report of the Police Commission? If so, he might read it with advantage, as I find that nearly all the resolutions passed at the open-air meeting have been "cribbled" from that valuable document.
L. O.

To the Editor of the "CHINA MAIL."

Hongkong, Oct. 9, 1878.
SIR,—I would suggest to Chinese in Government employ that visits to native homes, to induce natives to take one side or other in the present unfortunate difference between the Governor and the Community, are in very bad taste. This is said to have been done by one gentleman connected with an institution in which he might have learnt to be more discreet.

Yours, &c.,

WELL-INFORMED.

China.

AMOI.

(Gazette).

The Tamsui correspondent writes:—The Mandarins are still operating against the Savages, and seven men of war are to be sent down the coast east to bombard and destroy their villages, as they are at present very hostile and collecting in great hordes to fight against the Chinese. It seems now that the latter are determined to root them out; but it is presumed that the attempt will be a failure.

Last Freight Settlements.—Alexandria, 10,000 piculs, Newchwang and back, 30 lay days, 25 cents per picul.
Henrik Ibsen, 6,000 piculs, from Takao to Yokohama and back to Amoy, 25 lay days, \$1,650.

Oceanus, 5,200 piculs, from Takao to Yokohama, private terms.

Peter, 6,200 piculs, hence to Tientsin and back via Newchwang, 30 lay days, \$2,750.

Koroor, 8,000 piculs, from Newchwang to Amoy, 25 lay days, 25 cents per picul.

Otto, 5,200 piculs, Foochow to Newchwang and back Amoy, 28 lay days, \$1,500.

Empress, 10,000 piculs, Newchwang and back, (21st Oct. to commence) 30 lay days, \$2,500.

Harmonie, 5,000 piculs, Foochow to Newchwang and back Amoy, 25 lay days, \$1,650; or Foochow direct Amoy, 20 lay days, \$750.

E. v. Beaulieu, 7,800 piculs, monthly charter 3 months, at \$800, and further 4 to 7 months at \$925, Chefoo commencing.

Maid Marian, 8,000 piculs, Higo to Amoy, 16 cents or if Yokohama-Amoy, 20 lay days, 19 cents.

August, 7,000 piculs, to Newchwang and back Foochow, 28 cents, or Amoy 25 lay days, 25 cents, (21st Oct. commencing).

Candace, 5,200 piculs, Newchwang Amoy, (28th Oct. commencing) 25 lay days, \$1,400.

Thorild, 4,000 piculs, Newchwang Amoy, (21st Oct. commencing) 20 lay days, \$1,040; (after completion of Nagasaki, Newchwang charter).

Chingtoo, 8,000 piculs, Newchwang and back, 28 lay days, 27 cents per picul.

NANKING.

The Mohammedans of this city, and, for that matter, of China generally, are in many respects a very interesting set of people. They compare favourably with their compatriots in point of cleanliness and intelligence, and nothing irritates them so much as to be confounded with the idolaters around them. A Mohammedan tells you plainly that he is not a Chinaman, and is genuinely pleased if a foreigner meets him as a fellow-foreigner and converses with him on this understanding. They claim descent from five hundred immigrants who came to China during the T'ang dynasty, under the leadership of five patriarchs, whom they speak of collectively as Han Mau Lau San Kau. Their original country, they say, was 天方國, near the kingdom of Polo go—the Chinese form of the word Persia; though how to identify the former place appears somewhat difficult.

Here in Nanking the number of Mohammedans amounts to about twenty thousand, and they maintain thirty-six clean and well-kept mosques, in which they assemble for worship every Friday. The furniture of these mosques is very simple, consisting of a pulpit, and an apse—if an apse can be called furniture without violence to language—pretty ornamented and inscribed with Arabic characters in gold. Before worship every man washes his head, face, and hands; he then calls his tall round head, in order to hide the badge of his allegiance to a foreign yoke, and puts on a conical blue cap, over which he twines a turban of white cloth. Then he prays with prostrate body, and face turned towards the West, in the direction of Mecca; after which he squats Turkish-fashion

upon his heels and listens to the chanting of the Koran. Each worshipper reads—I should rather say howls or whines—a passage, in turn, the book being passed from one man to the others; while at one juncture of the service everybody puts his thumb behind his ears, extending the fingers upward. This is as much as to say, "Our ears are open to receive instruction." In the hall adjoining the actual mosque the walls are adorned with scrolls in Chinese, setting forth sundry maxims and traditions of the Moslem faith; but I fear that the people themselves have very little actual knowledge. Pointing to the characters 眞宰 Chen Tsai, the True or Divine Ruler, which were raised two spaces above the other lines, and which everybody knows form the name for God among Chinese Mohammedans, I asked whether the expression were not analogous to the various other terms in use for the Deity—such as Shang Ti, Chen Shen, T'ien Chu, and so on.

To my surprise a look of dull perplexity was the only reply I received, the persons I addressed adding,—"We do not understand these matters; wait till our teachers arrive, these men were most of them venerable greybeards, and apparently devout believers in the Prophet; yet they actually did not know their own name for God when they saw it on a religious scroll in one of their own mosques. This is especially surprising when we remember their strong individuality and undeniable attachment to their religion. The preachers and students of course are educated men, and take a very liberal view of matters generally. It is very curious to talk with an intelligent Chinese Mohammedan. He is a thorough contrast to all around him. His habits of thought are different, his interests and associations are not those of his fellow-countrymen, and he affords to an observer of men and manners a refreshing relief from the unvaried and homogeneous mass of humanity among whom he lives. He has none of their ignorance, their prejudice or their pride, and is entirely free from that childish Chauvinism with which a Chinaman unacquainted with anything outside the scope of the Four Seas and the Four Books is so strongly tainted. Yet he is by no means a disloyal subject; for in the mosque to which I have referred above, there is a handsome 'star' in blue and gold on which is inscribed the usual formula of fealty to the Dragon Throne, 'May the Emperor live ten thousand years, ten thousand years, ten thousand times ten thousand years.' One more peculiarity of Chinese Mohammedans must be mentioned in conclusion. Instead of clasping their hands together and bowing as the Chinese do in salutation, they stick up their thumbs for you to shake, laying the left hand over the back of your right one. A large proportion of them, too, are surmamed Ma.

A few years ago, the *Empire* published an article entitled "The Priest of the Period," in which the Buddhist priesthood was pretty severely mauled. I cannot help thinking, with all due deference to the accomplished author of the article, that his strictures were too sweeping. I have lately met and conversed with numbers of Buddhist priests, and have found them in most instances very courteous, intelligent, well-bred men. Never have I met with any but a cordial and polite reception in visiting a temple or a monastery. The bonzes, in fact, are generally delighted to see a stranger, and sometimes overwhelm him with civilities, asking many intelligent questions and evincing great interest in such subjects as lie outside the narrow sphere of their daily avocations. They are often thirty—some are many Chinamen, even those who belong to the wealthy and the learned classes; they may be idle—for they certainly have little enough to do; while as to their alleged immorality, I can only say that the authorities keep a strict eye over their actions, and that any breach of decorum is visited with heavy punishment. I think, therefore, that they are perhaps not so black as they are painted, and it is only to be regretted that so many well-educated and agreeable men as are to be found among them do not enjoy a more favourable scope for the exercise of their intellectual powers. Whatever stuff they may be made of, indeed, is utterly thrown away as soon as they assume the tonsure and the yellow robe.

The sun has been like a furnace during the last few days, and the heat intense. There is a good deal of fever and ague about among the natives, owing to the recent floods and the present unreasonable burst of heat, the combined action of which has produced miniature epidemics of malarial fever in various parts of the city. The doctors have their hands full, and there is a very brisk demand for quinine.

Sept. 24th.
P.S.—Rumours are abroad to-day of a Mohammedan rising in the army of Li Hung-chang. The Chinese discuss the report freely, but if there is any truth in it, they will no doubt have heard it is this from your correspondents in the North.—*Hankai Courier.*

The Straits.

(Singapore Daily Times.)
The Python, whose escape from its cage was noticed in our issue of Saturday last, has, we are glad to state, been recaptured, having been found in the stable of the Raffles Museum, coiled round some planks which had been stored there.

Discontent against the Police in Penang has culminated in a public meeting, presided over by Captain Bowers, a full account of which appears in the *Penang Gazette* of the 21st instant. It was held on the 21st in the Office of Messrs. Bun Chin Hong, and was convened by the leaders of the Chinese, Mohammedan, and Hindoo communities.

CYPRUS.

The special correspondent of the *Standard*, in a letter from Larnaca, dated Aug. 12, writes as follows on the subject of "Cyprus as a Field for Emigration":—

In a letter from England received by a military friend, there is a question, put by an anxious mother, which may have been raised in many a homestead within the past month—"Is there any chance of a nice opening for a younger son in Cyprus?" I may save a deal of trouble and embarrassment to have that question answered at once. Emphatically there are no "nice" openings for anybody. People on the coast-ward there are not welcome. Patronage, such as there is, will, it is to be hoped, be extended only to experienced men, who have proved themselves qualified to receive it. There is much work to be done, but headless and spiritless younger sons are not there to do it of the moment.

By-and-by their turn will come. The sale of land was stopped on July 14. As soon as the prohibition is withdrawn, there will be openings for younger sons, which they can make very nice themselves, if they have a little capital and courage, and some practical knowledge, and if they are not filled with the insane belief that they can amass a competence in a few months. Money is to be made by cotton and wool growing, mulberry planting and the cultivation of the silk-worm, the introduction of machinery for silk manufacture, by brick making and vine culture—by a hundred things in short that will occur to any sensible person.

An abstract of the prices for necessaries of life will be of more interest to those who propose to try their fortune in Cyprus than any quantity of writing, and will enable them to form a fuller and better conception of its natural riches. The plain truth is, the island has not had fair play for centuries. It is an unworked mine. Agriculture is in a backward condition, and agricultural labour has not been equal to the demand. For this reason it would be much wiser to disband the Turkish garrison (mostly born Cypriotes), and send the men to their native districts to dig and delve, than to organize them into a local militia. They might make mediocre soldiers, but soldiers are not wanted; and will make good farm labourers, and we do want farm labourers.

Cyprus is capable of producing almost anything, as will be perceived by a stroll through the fields. One archipelago and three hopes of the Greek church were elected by the people, and their position and dignity respected by the Turkish Government.

Now-a-days it is the buyer of silk goods who must "stand the hazard of the dye."

A citizen of Leavenworth, going to his barn to milk in the dark of the early morning, got into the wrong pen, and undertook to milk a mule. He don't remember what side of the barn he went out at, and they are still hunting for the bucket.

St. James's Church, Hatcham.—The first thing noticeable in the church of St. James's, Hatcham, on Sunday, was its altered appearance, caused by obedience to the order of Lord Penzance for the removal of certain articles. During the past week the six paintings in the panels of the chancel screen, said to have been executed by the Rev. A. Tooth, have been planned out; the screen which separated the Lady Chapel from the body of the church has been removed; the roof-beam, which supported a crucifix, has been taken down; the altar in the Lady Chapel has been removed; a small shelf stuck against the wall, having a cross on it, being placed in its stead, and the trip-tick has also been taken away. The church's appearance has given to the church an enlarged and less ornamented appearance. The excitement caused by the use of income in the church on Sunday week, and the correspondence on the subject which has appeared in the papers, attracted many strangers to the 10 o'clock communion service on Sunday. But from first to last of the celebration income was not burned, nor was a procession formed, or a candle lighted.

MYSTERIOUS disappearances are common enough in the present day; nor are they confined to London. One of these events is reported by the *Constantinople Messenger* as having occurred in that city, where it seems to have awakened some curiosity. Two "highly respectable" Mohammedans, residents in the villages in the valley of the Arda, arrived in Constantinople the other day for the purpose of presenting a petition to the Powers against the decree of the Congress of Berlin which included their district in the Christian autonomy styled Eastern Roumelia. They called at the British Embassy, and had, it is believed, an interview with Sir Austen Layard, to whom they presented their petition, after which they called upon Ahmed Vefyik Pasha at Roumel-Hissar. Thence they are said to have gone to Yeldiz-Kiosk and to left the precincts in the forenoon of Thursday, the 8th instant. Since then nothing has been heard of them; their friends have made every inquiry, every research; messengers have arrived at Constantinople from their villages to ascertain what has become of them, but no trace whatever has been discovered of the missing delegates. Their names are Mollah Suleiman Effendi, of the village of Assai-Ali, and Mollah Shakhir Effendi, of a neighbouring village. Their disappearance has caused much anxiety, as it is feared they have been lured away by Russian agents. Had the occurrence taken place in London the missing men would perhaps have fallen under domestic suspicion, but this theory of course is most improbable in the case of two highly respectable Mohammedans.

A pretty steady business has been done in both kinds of Old Bengal drug, since the despatch of last mail. The unfavorable report on the first receipts of both kinds of new drug has so far contributed to support the demand for old, though the rates for it have somewhat weakened latterly. It remains to be seen whether the future supplies of New would become restricted. For reasons above stated, both kinds of New have been sparingly dealt in. The present rates are \$567½ to \$570 for Old and \$595 for New Patna; \$542½ to \$545 for Old and \$552½ to \$555 for New Benares.

The receipts for the month, so far, aggregate 4,498 chests, against 2,143 chests to the date of corresponding month last year. During the interval that has elapsed, some 1,200 chests have been taken by the local consumers, against a similar quantity at the corresponding period last year. This, with the exportations, leaves the available supply computed at 4,650 chests, against 1,900 chests same time last year. Of this last quantity 700 chests were Benares, of which kind the present stock comprises 600 chests.

Messrs. HILMANN & Co.'s Freight Circular for the Mail of Thursday, October 10th, says:—

The freight market has undergone no change since the issue of last report. Arrivals of disengaged ships have been abundant, while the demand both homeward and seaward continues dull as before.

Homewards, only two settlements are reported from this port to London and New York at late low rates, but the inquiry for ships from the Philippines either to America or England has completely fallen off, principally on account of the well supplied market in Manila.

Coastwise, the only business transacted has again been from Newchwang to this port or Swatow and Amoy both for steamers and sailing vessels. Saigon and Bangkok have remained neglected.

The French barque *Sully*, 387 tons, left for a Port in Nicaragua, under orders from home. The British barque *Presto*, 384 tons, left for Chefoo, "seeking." The British barque *Brunette*, 374 tons, leaves for Manila and the British barque *Kate Waters*, 580 tons, for Foochow, both to load for Australia under charters effected elsewhere.

The disengaged tonnage in port amounts to 85 vessels, registering 26,996 tons, steamers not included.

The following are the settlements:—
German barque Pandur, 596, to London, private.

British barque Challenge, 599, to New York, private.

British barque Adela Melmore, 560, to San Francisco, private.

British barque Rodierok Hay, 200, Foochow to Adelaide, private.

British barque Northern Star, 327, Newchwang to Hongkong, 23 cents per picul, 25 lay days.

British barque John Potts, 378, Newchwang to Hongkong, 24 cents per picul, 25 lay days.

German barque Varuns, 486, Newchwang to Hongkong, 22 cents per picul, 28 lay days.

Dutch barque Trio, 263, Newchwang to Hongkong, 23 cents per picul, 25 lay days.

Danish barque Flapborg, 365, Newchwang to Hongkong, 25 cents per picul, 25 lay days.

German schooner Nicolaus, 157, Newchwang to Hongkong, 25 cents per picul, 20 lay days.

German barque Helena, 372, Newchwang to Hongkong, 25 cents per picul, 25 lay days.

German barque Hamburg, 620, Newchwang to Hongkong, 23 cents per picul, 25 lay days.

French barque Louis Engene, 438, Newchwang to Swatow, 22 cents per picul, 22 lay days.

French barque Esperance, 272, Newchwang to Swatow, 22 cents per picul, 19 lay days.

British steamer Thales, 878, Newchwang to Swatow, 25 cents per picul, 12 lay days.

Danish barque Korsoy, 817, Newchwang to Swatow, 25 cents per picul, 25 lay days.

British steamer Fortin, 1016, Swatow to Singapore (passengers) \$6 per head, 14 lay days.

British steamer Killarney, 1060, Swatow to Singapore (passengers) \$6 per head, 14 lay days.

German barque Iphigenia, 464, Amoy to Samarang and Sourabaya, \$3100 in full, 30 lay days.

German barque Pallas, 421, Saigon to Manila, 20 cents per picul, 30 lay days.

French barque Jules Dufaure, 460, to Bindoh (Cochin China) and back, 18 cents per picul, 30 lay days.

French barque Marie Louise, 425, to Swatow (coals), \$500 in full; and Keolu to Hongkong, \$14 per ton 20 cwt.

British barque Premier, 480, to Swatow (original cargo of coals), \$1000 in full.

American barque Philip Fitzpatrick, 582, Keelung to Hongkong, \$14 per ton of 20 cwt.

German steamer Quarta, 731, to Saigon and back to Hongkong via Mantong, 15 cents per picul, 14 lay days.

German steamer Quanta, 864, to Saigon and back to Hongkong via Mantong, 15 cents per picul, 14 lay days.

Quotations.

Hongkong, October 9, 1878.

OPIUM.—New Patna, cash...\$595

" " Old Patna, cash...\$570

" " " " credit...\$570

" " New Benares, cash...\$552½

" " " " credit...None

" " Old Benares, cash...\$545

" " " " credit...\$545

" " New Malwa, cash...\$780

" " " " credit...\$785

" " Allowance Telsa, 4 a 16

" " Old Malwa, cash...\$4

" " " " credit...\$4

" " Allowance Telsa...\$4

Exchange.

Bank, on demand...3/8

" " 30 days' sight...3/8½

" " 6 months' sight...3/9

Credits...3/9½ a 4

Documentary, 6 months' sight...3/9½

Bombay, demand Rupees...22½

Calcutta...22½

Shanghai, demand...72½

" " 80 days...72½

" " 80 days...5.36

" " 80 days...5.36

Bar Silver, 17 dwts. B...110 nominal

Sycee...108

Mexicans...\$ counted.

Gold Leaf...\$ 27.10

Discount...\$ 8 to 9 p. c.

Shares.

Hongkong Bank, 70 p. prem.

Union Ins. Society of Canton, \$1,700

China Traders' Ins. Co., \$1,650

Yangtze Ins. Assoc., \$1,725

Chinese Insurance Co., \$845

North China Ins. Co., \$1,280

H. K. Fire Ins. Co., \$940

China Fire Ins. Co., \$240

H. K. & W. Dock Co., \$22½

H. K. & M. S. Boat Co., \$13 prem.

Shanghai Steam Navigation, \$120

China Coast S. Nav. Co., \$101

Hongkong Gas Co., \$97½

Hongkong Hotel Co., \$55

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON, VIA
BOMBAY.

ALSO
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"HINDOSTAN," Captain N. W. HAZEL-
WOOD, will leave this on THURSDAY, the
10th October, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, September 23, 1878. oc10

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
TOKYO will be despatched for San
Francisco, via Yokohama, on TUESDAY,
the 15th October, at Noon, taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE,
a REDUCTION OF TWENTY PER
CENT. from Regular Rates is granted to
OFFICERS of the ARMY AND NAVY,
and MEMBERS of the CIVIL AND
CONSULAR SERVICES IN COMMISS-
SION.

Freight will be received on board until
4 p.m., of 14th October. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
if required.

Consular Intestons to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, September 20, 1878. oc15

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

ALSO,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON THURSDAY, the 17th October,
1878, at Noon, the Company's
S. S. TIGRE, Commandant LOMBIE,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above place.

Cargo and Speeds will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 16th October, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. DU POUY,
Agent.

Hongkong, October 1, 1878. oc17

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE.

IN CONNECTION WITH THE
CENTRAL

AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched
for San Francisco via Yokohama,
on FRIDAY, the 1st November, at 8 p.m.,
taking Cargo and Passengers for Japan,
the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 31st October. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 31, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, October 2, 1878. oc18

To Let.

TO LET.

HOUSE No. 7, Caine Road, occupied by
The Hon. OBEY SMITH.
House No. 7, Zeland Street, at present
occupied by Mr. HUBERMAN.
DAVID SASSOON, SONS & Co.
Hongkong, October 7, 1878.

TO LET.

THREE OFFICES, in Club Chambers.
The BUNGALOW, No. 2, Shelley
Street.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, September 10, 1878.

TO LET.

A GODOWN, 80 Feet Long, and 30
Feet in Width.
Apply to
LOCK HING,
No. 12, Queen's Road Central.
Hongkong, October 7, 1878. oc14

TO LET.

IN THE HOUSES on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East:—
FIRST FLOOR and BASEMENT of
No. 2, Praya East, either separately, or
together, as required, with immediate pos-
session.

HOUSE No. 8, Praya East. The whole
House or in Flats, with
immediate possession.

As also,

SIX SPACIOUS ROOMS, with Cor-
ridors and Out-houses in the DWELLING
HOUSE, to the Eastward of the Pier at
Wanchai. These may be had in Apart-
ments of Two or Three Rooms to suit con-
venience. Fine spacious Verandah looking
on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.
For further particulars, apply to
MEYER & Co.
Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.
Apply to
TURNER & Co.
Hongkong, August 1, 1878.

Volume Seventh of the
"CHINA REVIEW."

Now Ready.

No. 1.—Vol. VII.
—OF THE—
"CHINA REVIEW"

CONTAINS—

The Chinese in Borneo.
Jottings from the Book of Rites.
The Character of the Chinese.
On the Use of the Character Fan.
Brief Sketches from the Life of K'ung-
ming.

The Critical Disquisitions of Wang Ch'ang.
Geographical Notes on the Province of
Kiang.

The Ballads of the Sh'king.
Translations of Chinese School-books.
Perkin Warbeck in China.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries:—
Dutch Doctors in Borneo.
The Giraffe and the 'Al-lin.
On the Syllable Sp'ling.
Locusts Operant in Flogging.
Early Frost in Canton, in 1877-8.
A Chinese Co'n.
Annamese S'verelgna.
Chinese Br'knotes.

Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, Sept. 10, 1878.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
Agents in Hongkong for the above-
named Company, are prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of: \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premiums for Life Insurances in
China.

For further information as to Life Insurances in
China, apply to the Agency of the
Company, No. 31, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, October 2, 1878. oc18

Insurances.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Siam and Hongkong.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHRIE,
Secretary.

Hongkong, November 1, 1871.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE
UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BOWEN, Secretary.
A. A. HAYES, Jr., General Manager, for
China and Japan.

PRINCIPAL OFFICE,
120, BROADWAY, NEW YORK.

Assets.....\$31,700,000
Surplus.....\$ 5,500,000

THE Undersigned having been appointed
Agents in Hongkong, China, for the
above Company, are prepared to accept
Risks at greatly reduced rates and upon
terms very favourable to the assured.

For full information and particulars
apply to
OLYPHANT & Co.,
Agents.

Hongkong, January 21, 1878.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day:

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Steamers											
Arratoon Apear	5	c	Maetavish	Brit.	str.	1392	Oct. 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	15th, 3 p.m.	
Bombay	2	h		Brit.	str.	749	Feb. 12	Kwok Acheong	Swatow and Amoy		
Caribbrooke	3	c	Wharton	Brit.	str.	945	Oct. 7	Bun Hin Chan	Y'ham & San F'isco	15th inst.	
City of Tokio	5	h	Mary	Amer.	str.	6079	Oct. 1	P. M. S. S. Co.	Bangkok	To-morrow	
Dale	2	h	Thosani	Brit.	str.	654	Sept. 29	Yuen Fat Hong		Tug Plying	
Fame	1	h	Stapani	Brit.	str.	117		H. K. & W'poo Dock Co.			
Ratchoy	8	h	Holland	Brit.	str.	153		G. McBain			
Glamorgan	4	c	Buck	Brit.	str.	1511	Oct. 7	Melchers & Co.	New York	at daylight	
Hailong	5	h	Goode	Brit.	str.	277	Oct. 6	Douglas Lapraik & Co.	Amoy and Tamau	To-morrow	
Hindostan	5	h	Hazelwood	Brit.	str.	1842	Oct. 6	P. & O. S. N. Co.	Kuopre, &c.	To-morrow	
Kionchow	2	h		Brit.	str.			Kwok Acheong			
Moray	5	c	Butcher	Brit.	str.	1427	Sept. 27	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	15th, 3 p.m.	
Namoa	5	h	Westoby	Brit.	str.	862	Oct. 6	Douglas Lapraik & Co.	Coast Ports		
Norna	3	h		Brit.	str.	606	June 28	Kwok Acheong			
Ocean	5	h	Edmondson	Brit.	str.	978	Oct. 1	Geo. R. Stevens & Co.	Port Darwin, &c.	12th inst.	
Penedo	4	c	Cain	Brit.	str.	652	Oct. 3	Melchers & Co.			
Quarta	4	c	Haye	Ger.	str.	731	Oct. 2	Soey Shing	Salgon		
Quinta	4	c	Wang	Ger.	str.	374	Sept. 17	Soey Shing	Salgon	To-day	
Salvadora	4	c	Larrinaga	Span.	str.	615	Oct. 8	Remedios & Co.	Manila	To-morrow	
Sea Gull	8	h	Roberts	Amer.	str.	48	July 16	W. H. Ray			
Speke Hall	5	c	Brand	Brit.	str.	1730	Oct. 7	Bitley & Co.	London, &c.	To-day	
Sunda	5	c	Reeves	Brit.	str.	1029	Oct. 7	P. & O. S. N. Co.	Yokohama	Mails	
Washi	5	h	Hunter	Brit.	str.	265	Oct. 6	Landstein & Co.			
Yesso	5	h	Ashton	Brit.	str.	559	Sept. 28	Douglas Lapraik & Co.	Coast Ports	To-morrow	
Yotting	2	h	Goggin	Brit.	str.	286	Oct. 9	Kwok Acheong	Swatow		
Sailing Vessels											
Ada Moore	4	c	Sevell	Brit.	bge.	598	Sept. 13	Meyer & Co.	San Francisco		
Albert Russell	4	c	Carver	Amer.	bge.	762	July 15	Vogel, Hagedorn & Co.	New York		
Aldebaran	4	c	Cole	Brit.	bge.	398	Aug. 30	Vogel, Hagedorn & Co.	New York		
Annie Burr	4	c	Simpson	Amer.	3m. sc.	650	Sept. 24	Gibb, Livingston & Co.			
Anton Gunter	3	h	Kuhn	Ger.	bge.	440	Oct. 2	Eduard Schellhaas & Co.			
Baniam	4	c	Grandin	Brit.	sh.	760	Sept. 15	Melchers & Co.			
Beethoven	4	h	Hoye	Ger.	bge.	356	Oct. 2	Melchers & Co.			
Bonafactor	4	h	Hayden	Amer.	bge.	596	Aug. 2	Russell & Co.	New York		
Borneo	4	c	Shaw	Amer.	sh.	736	Sept. 11	Meyer & Co.	Callao		
Brunette	2	h	Dow	Brit.	bge.	874	Sept. 12	Geo. R. Stevens & Co.	Sydney via Manila		
Canton	1	h	Kaunders	Slam.	sh.	779	Sept. 18	Chinese			
Challenge	7	c	Doughty	Brit.	bge.	599	Sept. 16	Olyphant & Co.	New York		
Chamron Kamreay	2	c	Hunte	Slam.	bge.	480	Sept. 24	Kin-tye-long			
Channel Queen	3	h	Lacheur	Brit.	sh.	602	Oct. 2	Eduard Schellhaas & Co.			
Charles Mounseu	2	h	Quatresous	Fch.	bge.	368	Sept. 11	Landstein & Co.			
Chocola	4	c	Kennett	Brit.	bge.	284	Oct. 3	Chinese			
Coeran	8	h		Amer.	sch.	185	July 18	W. H. Ray			
Cosmo	7	c	Laverick	Brit.	sh.	1220	Sept.	P. & O. S. N. Co.			
Dartmouth	7	h	Robertson	Brit.	bge.	915	Aug. 6	Vogel, Hagedorn & Co.			
Dharwar	3	c	Freebody	Brit.	sh.	1300	July 17	Gibb, Livingston & Co.	Singapore		
Dirigo	3	c	Staples	Amer.	bge.	684	Aug. 14	Vogel, Hagedorn & Co.	Hamburg		
Don Quixote	5	h	Kinz	Amer.	sh.	1728	Sept. 24	Mengeros Maritimes			
Emilio V.	7	c	Mirella	Ital.	bge.	1294	Sept. 8	D. Musso & Co.			
Emulation	2	c	Gunn	Brit.	bge.	390	Oct. 4	Wieler & Co.			
Fabius	2	h	Reeves	Slam.	sh.	650	Sept. 24	Chinese			
Flanagan	3	h	Jacobsen	Dan.	bge.	365	Oct. 6	Eduard Schellhaas & Co.	Newchwang		
Fortune	1	h	Peterson	Slam.	bge.	450	Sept. 16	Tack Mee	Bangkok	Cleared	
Fusilier	8	h	Armstrong	Brit.	bge.	404	Sept. 24	Molchens & Co.			
George Skoifeld	3	h	Hall	Amer.	sh.	1813	Sept. 19	Arnhold, Karberg & Co.			
Glamis	7	c	Key	Brit.	bge.	1150	Sept. 17	Russell & Co.			
Herat	7	c	Robertson	Brit.	sh.	1400	Sept. 10	Jardine, Matheson & Co.			
Highlander	4	h	Hutchinson	Amer.	sh.	1352	June 19	Captain			
Hotsprir	4	h	Shaw	Brit.	bge.	522	Sept. 3	Rozario & Co.			
Imperatrice Elizabeth	7	c	Hreglich	Aust.	sh.	1239	Sept. 20	D. Musso & Co.			
India	8	c	Patten	Amer.	sh.	1624	Sept. 24	Douglas Lapraik & Co.			
Japan	3	h	Ottmann	Ger.	3m. sc.	270	Sept. 10	Meyer & Co.	Hamburg		
Juliane	4	c	Oestmann	Ger.	3m. sc.	180	Sept. 23	Wm. Pustau & Co.			
Kate Waters	2	h	Giese	Brit.	bge.	580	Sept. 23	Remedios & Co.	Sydney v. Foochow		
Kim Yong Tye	2	h	Kofoed	Slam.	bge.	329	Sept. 18	Tack Mee			
Kirkland	1	h	Colledge	Brit.	bge.	453	Oct. 4	Wieler & Co.			
Leucadia	7	c	Mearns	Brit.	sh.	896	Sept. 19	Siemssen & Co.			
Lizzie Perry	4	c	Pitman	Brit.	bge.	1125	Aug. 26	Russell & Co.	New York		
Lord Macaulay	1	c	Monkman	Brit.	bge.	880	Oct. 7	Wm. Pustau & Co.			
Lottie Moore	4	c	Hudson	Amer.	bge.	880	July 22	Vogel, Hagedorn & Co.	New York		
Lucky	2	h	Soderstrom	Slam.	bge.	424	Sept. 30	Tack Mee			
Mangerton	3	h	Thompson	Brit.	bge.	330	Oct. 5	Wieler & Co.			
Maria Louise	3	c	Gulbarx	Fch.	bge.	425		Carlowitz & Co.	Swatow		
Mary Fraser	4	c	Dexter	Brit.	sh.	1174	Aug. 11	Vogel, Hagedorn & Co.	New York		
Melrose	4	c	Plumer	Amer.	sh.	994	Sept. 19	Captain			
Min-yong	5	c	Leille	Brit.	sh.	1108	Sept. 8	Olyphant & Co.			
Moneta	7	c	Blaset	Brit.	bge.	621	Aug. 1	Gibb, Livingston & Co.			
Pallas	5	h	Balechr	Ger.	bge.	421	Sept. 22	Siemssen & Co.	Salgon		
Pandur	2	h	Jansen	Ger.	bge.	596	Sept. 13	Meyer & Co.	London		
Philippine	4	h	Southwood	Brit.	bge.	301	Sept. 29	Wieler & Co.			
Premier	3	c	Holmes	Brit.	bge.	486	Sept. 28	Russell & Co.	Swatow		
Ralph M. Hayward	7	h	Doane	Amer.	3m. sc.	605	Sept. 28	Meyer & Co.			
R. Hay	5	h	Nicolson	Brit.	bge.	280	Sept. 11	Turner & Co.	Foochow		
Siamese Crown	2	c	Sass	Slam.	sh.	534	Sept. 28	Tack Mee			
Sir Charles Napier	3	h	French	Brit.	sh.	1161	May 27	Vogel, Hagedorn & Co.	London		
Spartan	3	h	Vincent	Amer.	sch.	100	Sept. 23	W. H. Ray			
Sumatra	3	h	Clough	Amer.	sh.	1090	Sept. 5	Russell & Co.			
Sumner R. Mead	4	c	Dixon	Amer.	sh.	1117	July 16	Russell & Co.	New York		
Thoon Kramom	2	c	Vorrath	Slam.	bge.	474	Oct. 7	Siemssen & Co.			
Tybernia	4	h	Golden	Brit.	bge.	848	June 19	Olyphant & Co.			
Venus	3	h	Ribeiro	Port.	bge.	402	Aug. 7	Remedios & Co.			
Vesta	4	h	Dirks	Ger.	bge.	308	Oct. 2	Melchers & Co.			
Vesta	2	h	Ruge	Deutch	bge.	417	Oct. 5	Siemssen & Co.			
Villa de Atiradavia	4	c	Canaus	Span.	bge.	261	Sept. 24	Brandao & Co.			
W. E. Gladstone	3	h	Gallichan	Brit.	bge.	534	Sept. 16	Wm. Pustau & Co.			
CANTON											
China			Ackermann	Ger.	str.	648	Oct. 6	Siemssen & Co.	Ningpo & Shanghai		
Chinkiang			Orr	Brit.	str.	730	Oct. 9	Siemssen & Co.	Shanghai		
Yunching			Wallace	Chi.	str.	700	Oct. 6	C. M. S. N. Co.	Shanghai		